## A PRODIGIOUS CROWD AFLOAT

AND THOUSANDS LEFT BEHIND WHEN THE FLEET SAILED.

Nothing but the Steamboat Inspectors kept Some Greedy Skippers From Overloading Their Decks-Pretty Sight at the Battery in the Early Morning.

What steamboat men said was the biggest crowd that ever went down the bay n excursion boats to see the yacht races sailed out yesterday, beginning as early as 8 o'clock in the morning. Every fifty vards or so on the East River and the North River there seemed to be excursion boats tied up, waiting for enough people to get aboard to justify their throwing off their

The barkers had mighty little barking to do, for there were more people wanting to go to the races than there was boat room to accommodate them. Steamboat inspectors hovered around the Battery and around the excursion boat landings. keeping tabs on the captains who were suspected of enough elasticity of conscience to be willing to violate their license conditions by taking on too many passengers. The result of this was that many hoats could not handle the people who came down to board them, willing as they were to make room for one more whenever that one put in an appearance.

There were several lively rows around the Battery landing between the representatives of those boats and the steamboat inspectors. The agents of the boatmen kept insisting that they still had a right to take a hundred or more persons on, and the steamboat inspectors insisted that they already had their full quota and could take no more. In every case the inspectors won out, for they declined to be argued out of their contention.

As early as 6 o'clock the elevated and surface cars coming downtown were crowded with men and women wearing yachting caps and loaded down with shawls, raincoats and prodigious bags and baskets of luncheon, which boded ill for the pros-perity of the men with the lunch-counter privileges on the excursion boats.

Along the Battery the sight was a very pretty one. Offshore were dozens of steam yachts, gay with colors, little naphtha launches puffing their way from them to the

launches puring their way from them to the landing and back again and carrying the fich off to their day of fun.

Further down the sea wall half a dozen big steamers were tied up. They, too, were gay with colors, and crowds swarmed aboard. The ticket sellers had their hands full tickets going at the uniform price of full, tickets going at the uniform price of \$2. At the foot of Murray street, where the Fall River liner Plymouth took her passengers, rates were higher, and other boats at different places along the North and East rivers charged from \$3 to \$5 a head, with staterooms \$2 extra. On the big boats almost all of the staterooms were taken, and the occupants of them were well fortified against sea sickness, for extra cots and couches had been put in. It was shortly after 7 o'clock when the

William Fletcher arrived at the Battery, flying the colors of Sir Thomas Lipton, and threw out her gang plank to take aboard the gay party of men and women who were to be the plucky Baronet's guests for the day on board the Erin. There were some thing like 200 of them altogether and they sang and cheered for the Shamrock and their optimistic host all the way down into

their optimistic host all the way down into the Horseshoe, where they were run up alongside of the Erin.

By 9 o'clock the flotilla was well under way for the lightship, making a pretty sight as it went down the Narrows, flags flying and small boats and big boats racing almost as earnestly as they did later in the day when, with noses pointed toward home, they hit it up good and hard to see which could get in first.

The fakirs who frequented the piers where the excursion boats were did a big business, selling souvenirs of the two

where the excursion boats were did a big business, selling souvenirs of the two yachts. The most popular were little American flags with the ensign of the New York Yacht Club over them and a picture of the Reliance under full sail underneath, Thousands of them were sold. Shamrocks were sold in large quantities, but the Reliance colors were naturally in greater de-

In the crowds that went on the excursion boats were a good many large parties from out of town. Bunches of tickets were held in reserve on some of the boats. Washing-from Philadelphia, Baltimore, Washing-ton, Boston and even from as far away as Chicago. The excursion boat men said they had never seen so many out-of-towners

THE MONMOUTH JOY-LADEN. Twas Like a Love Feast When Reliance

Turned Home. As on the first day, the steamboat Monmouth went down to the races flying the flag of the New York Yacht Club. She carried 900 persons, and 898 of them were the happiest crowd of men and women affoat. The other two had come a long way to bet on the challenger. They were R. H. Lenkeit, a diamond man, who had journeyed from Johannesburg, South Africa, to see the races, and C. Hamilton Burnside, a

skipper of the Bahamas. Being loval Britishers, they were, of course, Shamrock men. Mr. Lenkeit made all the bets on his favorite that he had time for in this city and cabled a lot more to London.

But the Monmouth's two losers had almost an hour of joy at the start, anyway and all the ladies and most of the amateurs aboard got blue and agreed with the Englishmen that the Shamrock was going to win. That's how it looked to them from the Monmouth's place in the patrol line. At that time women lost interest in the baby jib, and there were doubts and fears even among the club members.

All hands began to tell each other that it would be almost a pleasure to lose to such a fine sportsman anyway and that one race to the credit of the challenger would make the series, as a whole, more interesting. But it was cold comfort and the crowd was dismal Most of them went below and to the private dining rooms for luncheon, leaving the decks to the enthusiasts who are interested in yacht sailing for its own sake, no

matter who's winning. But the tune changed before the waiters got through serving soup. The yachts were together again and the Reliance was passing her rival. There was a yell and a cheer from every table and the crowd rushed back to deck, where they finished luncheon enie fashion without losing any more of

"That's the way for boats to race," exland s the way for boats to race, exclaimed one woman, "right close together, going in the same direction and fighting it out inch by inch, so that anybody would know they were racing without being told. It's as clear as a horse race and just as exclusion."

When the Reliance rounded the mark way ahead of the Shamrock the folks on Monmouth waived the formality of in roduction and pump-handled each danced together for joy. They could even hear themselves yell above the racket made by the whistles. Women forgot the ticklishness of keeping their balance on a pitching boat and jumped up on the camp chains to wave their bandkerchiefs a little igher in the air. Most of them liately fell off again, of course, but didn't that. One woman pitched forward

and the lace on her sleeve splashed into an abandoned half-filled soup plate.

"I hate to say a coarse thing," she said, "but my sleeve is just like the Shamrock."

When the coarse thing the shamrock." the excitement was at its height nobody was sprver aboard that boat or any other boat in the fleet than William Emmet, in spite of the fact that he's 80 years old. Mr. Emmet saw the first race sailed for the Cup in this country in 1870 and he has seen every race since then. His comment on the return trip last night was that yesterday's race had been the

finest of them all as a spectacle and that the challenger and defender of 1903 were better boats than any of their predecessors. It was Mr. Emmet who recalled the fact that yesterday was the anniversary of the winning of the Cup for this country by the old America, on Aug. 22, 1851, at Cowes. After that became generally known through the crowd on the Monmouth, there were double toasts drunk all the way home, to the memory of the America and to the present achievement of the Reliance.

On the run back to the finish line the crowd neglected the racers culy once. That

On the run back to the finish line the crowd neglected the racers culy once. That was when the Monmouth passed the Erin. Everybody crowded to the starboard rail and cheered and waved to Sir Thomas, while the club boat's band played "The Wearing of the Green," "God Save the King" and "We Won't Go Home Till Morning."

Rear Admiral Forsyth said after the race: "I have seen forty wight years of second." "I have seen forty-eight years of sea ser-vice, much of it in sailing vessels, and I have

witnessed a good many races, but I never saw a prettier one than to-day's contest. It has clearly demonstrated the superiority of the Reliance. The seamanship on the American boat was superb.

"Capt. Wringe, it seems to me, made a mistake once, when he apparently yielded to the fear of being blanketed by the Reliance. He wasn't being pressed so very hard at the time, and should have stuck

Capt. J. L. Inglis of Florida, an ex-Confederate naval officer, said that the Reliance was handled much better than the Sham-

rock, not only on the beat to windward, but on the run home.

William Gardener, the vacht designer, was another expert on the Monmouth. His opinion was that the defender's greater and Cart Rave and sail area and Capt. Barr's handling were the main factors in deciding the contest. In the opinion of the club members who saw the race from the Monmouth the result is already assured and the series will conist of three consecutive victories for Re-

On the run back to New York after the On the run back to New York after the races the Monmouth broke away from the big fleet and did her regular stunt of beating everything up the bay, with the exception of one yacht. That exception was, as usual, H. H. Rogers's Kanawha. In yesterday's contest the Kanawha rubbed it in a little. She not only dashed across the Monmouth's bow, but switched right about and crossed that bow a second time inside of five minutes.

The eleven members of the Oxford and

The eleven members of the Oxford and Cambridge Golf Society of England who have come to this country to play were aboard the Monmouth as the guests of President G. Herbert Windeler of the United States Golf Association.

BIG FLEET WELL BEHAVED. Only Two Bad-Boy Captains to Be Disciplined for Butting In.

The patrol fleet of eight revenue cutters inder the orders of Capt. Walker of the Gresham, with ten private yachts, kept the course of the racers yesterday as clear as a country lane. Only two vessels were reported for contumacy, and in neither case was the offence a menace to the racers chances

Capt. Walker's command consisted of his own cutter, the Gresham, and the cutters Onondaga, Windom, Dexter, Tuscarora, Seminole, Algonquin and Dallas, They lay off Tompkinsville taking on guests until 9 o'clock, at which hour the Gresham turned over a tugful of expectant boarders to the Seminole and, getting under way, marshalled the squadron for the run to the Hook.

One by one the cutters fell in behind the Gresham, the long file looking like a minia-ture "white squadron." On the way down the ten private patrol yachts joined the file and when the line was reached the fleet divided into two sections, No. 1 to the left of the course under Capt. Walker of the Gresham, and No. 2, under Capt. Hall of the Tuscarora, to the right. With Capt. Walker went Fred G. Bourne's Delaware, F. D. Underwood's Alice, Walter Jennings's Tuscarora, R. A. C. Smith's Privateer and P. A. B. Widener's Josephine. H. H. Rogers's Kanawha, August Belmont's Satellite, Clement A. Griscom's Alvina, Samuel T. Shaw's Bellemere, and Cornelius Vanderbilt's North Star followed Capt. Hall.

The two divisions formed a line on either file and when the line was reached the fleet

The two divisions formed a line on either side of the course. As the two racers went to the goals, out and in, the cutters were able to make the lane narrow enough to give the excursion boats the best possible view

of the whole race.

In spite of the friendly attitude, the vessels misbehaved. Just after the Reiance rounded the outer mark and before the Shamrock had done so the City of Savannah broke through the line between the two racers. Capt. Walker of the Gresham coted and hooted at the liner for a long

time in vain.

The case seemed so flagrant that it was determined to report it to the Steamhoat Inspection Service. The penalty is usually a suspension of the captain's license.

Capt. Hall of the Tuscarora reported the Edmund Butler, one of the outside

excursion and fishing boats, after an un-availing attempt to warn her off the course. he was anchored and wouldn't get off until she was put off. When the racers had turned the outer

when the racers had turned the outer mark Lieut. John Boedeker, signal officer of the Gresham, mounted the bridge and wigwagged something that brought out the prettiest manœuvre of the day. It was the signal for "inverted order." Each of the patrol boats swung slowly on her heel, all the following fleet did likewise and the Gresham and the Tuscarora, under forced draught, sped swiftly up the long lines draught, sped swiftly up the long lines o lead them home.

Gresham carried out about two hundred people and would have carried more if she hadn't turned away one tug at Tompkinsville at the start. Collector of of the Port Nevada N. Stranahan and a number of guests, among them ex-Senator Ellsworth and Mrs. Robert Armstrong, wife of the Assistant Secretary of

A VERY NOISY SHAMROCK MAN Is Ejected From Waldorf Cafe and Jailed -Lipton's "Friend" Had \$2.

The main café of the Waldorf-Astoria was crowded at the dinner hour last night. and every man there was talking about the the vacht race. At one table sat an elderly man with a smooth face, who was drinking with two others. His face was bronzed and his voice was a great deal louder than his companions.

The elderly man soon attracted attention by getting into a dispute with the waiter bout the payment of a sixty-cent check. When one of his friends paid the disputed amount, the elderly man became so excited that he brushed a couple of glasses rom the table. Then some other man in he café called for three cheers for the Reliance.

The loud talker said that he was an Englishman and a Shamrock man. He loudly declared that Sir Thomas Lipton's boat was the better. Everybody laughed at him. Then he talked louder than ever,

making such an uproar that a hotel detective asked him to leave.

The man refused to go and the detective sent for Policeman Deviney. The two then escorted the noisy Englishman out of the hotel. They had to use considerable force to get him to the street. There he became more boisterous than ever, which collected a crowd. Policeman Deviney could not get the man to walk to the Ten-derloin police station, so he called the patrol

derloin police station, so he called the patrol wagon and had him driven there.

At the station the prisoner said that he was Charles Smith, 66 years old, "an English gentleman." Asked for his address, he said he lived where he pleased. While in the police station he insisted upon smoking the end of a cigar, and when they searched him they found \$2 in his pocket. While he was heing searched it took three While he was being searched it took three policemen to hold him.

Two men who said they had seen him at the Waldorf went to the station when he was arrested and said that the prisoner was was arrested and said that the prisoner was a member of Sir Thomas Lipton's party. These two men later told the police that they did not know that he was connected with Sir Thomas in any way. They said they had merely heard that he was.

He isn't known at the hotel, and the hotel detective said that "Smith's" two friends, with whom he had been dripking were with whom he had been drinking, were

chance acquaintances, who disappeared when Smith was arrested

## TO CORRECT MEASURING ERROR

TAPE WILL BE PUT OVER SHAM-ROCK AGAIN TO-MORROW.

Col. Sharman Crawford First to Notify C. Oliver Iselin That the Challenger Did Not Have Anchor on Board -Misunderstanding Amicably Settled.

The Shamrock will be taken to the Erie Basin at 9 o'clock to-morrow morning to be measured by Charles B. Mower, the official measurer of the New York Yacht Club. When she was measured last Tuesday she did not have an anchor or cable on board, as required by the rules of the New York Yacht Club. The error was not noticed by any of the representatives of the New York Yacht Club, but was discovered by Sir Thomas Lipton's representatives in looking over the rules and the articles of agreement, and on the morning of Thursday's race Col. Sharman Crawford, the Vice-Commodore of the Royal Ulster Yacht Club, informed Mr. Iselin of the omission, and Mr. Iselin notified the chal-

lenge committee. It was impossible to correct the error before starting on Thursday, but as carrying a cable and anchor would change the trim of the yacht it was necessary that the boat should be remeasured as soon as possible. Ex-Commodore Ledyard, who is the chairman of the committee on Cup challenge, sent the following telegram to-Col. Crawford on Friday morning:

Mr. Iselin reports that you informed him just before starting on vesterday's race that Shamrock III. when measured did not nave the anchor and cable on board before starting. You'reported it also to the Regatta Committee This, if true, would require a new measurement under the agreement before starting another race. I appreciate that it would be impossible now for you to procure a measureimpossible now for you to procure a measurement before starting to-morrow, and understand that the Regatta Committee has requested that Shamrock III. be remeasured on Monday. Under the circumstances, knowing that the error arose from an oversight, our committee are willing that your boat shall start to-morrow, but subject to the new measurement to be made on Monday next. The vessel on such measurement is to be exactly in the same trim as when sailing Saturday, which fact will be established by your own statement.

LEWIS CASS LEDYARD.

Col. Crawford, after a consultation with Mr. Fife, who takes all responsibility in the management of the Shamrock, replied to Mr. Ledyard's telegram as follows:

Thanks for telegram. We were measured without anchor and chain aboard. We had not an anchor or chain on board during the first race, and we find they are required by the rules. We propose, with your permission, to sail to-morrow with the same trim as measured, and then carry out your wishes by remeasuring on Monday with the anchor and chain aboard. If your committee has any more suggestions we will meet them with pleasure.

Thus the matter is all amicably settled, the omission being an oversight on the Shamrock's part, and an oversight on the part of the officials of the New York Yacht Club, who did not notice the absence of the anchor and cable on the challenging yacht. Ex-Commodore Ledyard replied to Col. Crawford late on Friday evening, on behalf of the challenge Committee, and in his telegram he said the committee declined to acquiesce to Col. Crawford's proposition that the Shamrock sail her next race in the same trim as when originally measured, but insisted that she put a cable and anchor on board, and then on Monday go to the Erie Basin and be measured in the same trim in which she sailed the race

sailed the race.
Yesterday Mr. Mower, the measurer of the club, notified Col Crawford that he would be at the Erie Basin on Monday morning to carry out the wishes of the challenge committee. Nobody on either yacht would discuss the matter yesterday, but Sir Thomas Lipton said it was all an oversight, and the yacht club representatives were only made cognizant of the Shamrock being measured without the anchor and chain when "we told them. Neither their representatives, nor ours, present their representatives, nor ours, present t the measuring, noticed the error at the time. It won't make any difference."

The Shamrock measured 89.81 feet on

2 inches less than the 90-foot limit, and to make her trim properly with an anchor and cable on board it will be necessary to remove some lead, or to leave off one, or perhaps two, of the crew. Just which way Mr. Fife will decide to offset the extra weight will not be known until the yacht comes to the basin. The yacht is measured with fifty-four men on board, but interior fittings which are not in use during the race can be skinned out. The rule of the New York Yacht Club says:

Floors must be left down and bulkhead doors left standing; water tanks in place, and at least one anchor and cable left on board.

In measuring a vacht it is customary for the measurer or the representative of the club to give a certificate, properly signed, which states the length of the yacht, and also that the rules of the club have been conformed to, particularly this one, which relates to the fittings of the boat. It is the opinion of yachtsmen gen-erally that the officials of the New York Yacht Club who were on board the yacht at the time should have noticed the omission and had it corrected.

HONEST BEATING, SAYS LONDON. Defeat of the Shamrock Taken in

Sportsmanlike Manner. Special Cable Despatch to THE SUN.

LONDON, Aug. 22.- The death of Lord Salisbury overshadows the prominence which otherwise would have been accorded to the accounts of the race for the America's Cup in London's Sunday newspapers. Some of those journals seemingly welcome the opportunity to relegate the story of the defeat of Shamrock III. to their inside

Nevertheless all the morning papers agree that it was an honest victory for Reliance. On this point the Feople significantly remarks: "On one thing in connection with the race both England and the United States may congratulate themselves: There is none of that unpleasant suggestion of want of fair play toward the challenger which has been heard of before. Lloyds Weekly says Shamrock made

nothing lik the show that had been expected of her and the result was "an easy The Despatch says: "In her own weather Shamrock was thoroughly beaten after a good race which brought out all the best

qualities of both boats." The Sunday Sun says: "The race was sailed fairly and squarely. Shamrock had equal if not more, benefit of the wind than Reliance. The Shamrock sailed a good race, but probably if she had had the windward berth the superiority of the American boat would have enabled her to win the

victory. The news of the victory of Reliance became generally known in London shortly after 8 o'clock to-night. The principal streets were then thronged, and, as the reports of the progress of the race had prepared the populace for disappointment, the announcement of the defeat of the British boat was received very quietly

and there were no demonstrations. The greatest interest was displayed during the race, and special editions of the evening papers were eagerly purchased. Although general regret at the result was evident, the fact that Reliance won was

received in a sportsmanlike manner. There was much enthusiasm at the Hotel Cecil and the Carlton, where a group of Americans, who had assembled to hear the bulletins, cheered heartily for the winner.

THE YARN-SPINNERS.

t was soon discovered that the best place to see the races was the forecastle head. Quite a number of distinguished people had gathered there before the men before the mast began to assert their rights which have accrued to sailormen from time im-memorial from visitors to the forecastle band

Ex-Lieut.-Gov. Tim Woodruff caught the first blast. Chips, the carpenter, crawled up behind the beautiful Brooklynite and made a cross on the deck between his feet.

"What does that mean?" asked Mr. Wood-

"What does that mean?" asked Mr. Woodruff.

"It means any spare change you have about you, sir," explained Chips, with a broad grin. Mr. Woodruff contributed \$2. Sir Thomas's friend J. C. Wilson gave up \$1. Charles R. Flint, Mr. Davies and Col. Neil "paid their footing" in quick succession thereafter. Then Chips found a desk drawer and made a general collection from everybody forward of the masthead. The Rev. Dr. Vincent S. Cooke saw the Earl of Shaftesbury drop \$5 in the box, heard the parrot yell "Get busy," and at once parted with the proceeds of the last donation party given to him by his congregation.

There was one of the know-it-all persons on the Erin who felt obliged to tell every one within reach of him all about everything in sight. As the yacht was passing South Brooklyn he caught sight of John Arbuckle's notel boat John Stammel, the pride of the

coffee man's eye.

"Ah, ladies," said Johnny Know-It-All,
"that is the floating hotel. It was established several years ago by H. O. Havemeyer, one of our best and kindest philanthropists."

The gentleman who is known to Sir Thomas Lipton as "Mr. Ar-boockle" was standing within two feet of the lecturer when the announcement was made. He turned and gave the lecturer one long, searching look, snorted and retired to the lower deck. But Johnny Know-It-All never knew what he had done.

One of the students of feminine manners on a racegoing yacht discovered yester-day several interesting characteristics of the fair who feel seasickness coming upon

them.
"It goes this way," he said: "first the girl "It goes this way," he said: "first the girl begins to talk very aggressively about anything and everything in sight. She is painfully vivacious. Meanwhile her face is getting gray and blue and brown in streaks. Then she begins to get silent and thoughtful. This stage ends with complete silence with the head in the hands. Then the young woman glances around the deck furtively and picks out some girl almost as badly off as she is herself. She makes a dive for the girl she has spotted.

"Why, my dear! she says, 'I never for a minute noticed how ill you were. Let me take you down below right away. I can't forgive myself for having neglected

can't forgive myself for having neglected you so long."
"The other girl usually comes up first and looks rather puzzled as if she wondered how she happened to get down there, any-

Commodore Berriman of the Chicago and Columbia Yacht clubs of Lake Michigan dropped into the music room of the Erin just as Sir Thomas was finishing his summing up of the day for the benefit of his friends. Mr. Berriman poured out a drink of Sir Thomas's best Scotch and set it aside, poured out a second and handed it to Sir Thomas and said, cheerfully:

"Well, let's have a drink. Thought you told me last time you were in Chicago all you wanted was a thirty-six mile wind and you'd lick the earth? Not feeling so strong hese days, hey?"

Sir Thomas's gental face never clouded for a moment.

"Isn't it very unusual," he said, quietly,
"to have any sort of a wind worth talking
about in Chicago?"
Commodore Berriman somehow seemed
to fade. The mascots on the Erin had added to their number a full grown bald-headed

eagle. He sat in his box and sulked yesterday until the whoop of whistles announced the Reliance crossing the line. Then the bald head was lowered, the bill opened and the eagle let out one scream that was heard the length and breadth of "I don't know who wrote "Life on the Ocean Wave," said Gen. Felix Agnus, after

but I bet he was a jolly good fellowand there's internal evidence that his name was Sir Thomas Lipton!" There was one sidewheeler that placidly stood for many minutes in the very course of the racers while they were beating to the

windward mark. She is the Edmund Butler and she was attending strictly to her business as a fishing boat. Her passengers kept on fishing as she rolled at anchor in the short swells, and, incidentally, had a good and near view of the yachts at their

In the rush of the big craft of the fleet for home, many small sailing boats and steam launches got into trouble. They were caught between the wash of the big ones and shipped more seas than they had at any time while out in the choppiness The cockpit of one little s oop was flooded.

and the navigator and his assistant were forced on deck. The narrow-bowed launch spartan dived so deeply into the swells that, for a second or so, it looked as if she ere going to stick her bowsprit into the

A report got around the Gresham that Collector Stranahan had told this story apropos of betting on the races, but it is only fair to the Collector to say that the report is as yet unconfirmed:

"There was an English visitor to the races at an uptown hotel on Thursday night who suffered long and silently under the badgering of his American friends. Finally he put his back against the wall rmany ne put his once against the wall and offered to bet £200 to £500 that the Shamrock would win at least one race. An elevator boy overheard him and took him up."

"I believe that," said one honest auditor. "The elevator boys at that hotel have money enough to own yachts." "Yes," the collector is said to have added. The

Englishman got off at the seven teenth floor."

At any rate the collector told other stories. He can't help it, and everybody on the Gresham had a bully time.

A deckhand sitting on the port rail of the regatta committee tug Navigator, lost his balance when the tug lurched, at the finish of the race, and tumbled into the sea. A shipmate threw him a line and after a hard struggle, he was hauled aboard. He was a fair swimmer, but was exhausted by his exertion and fell on the deck when helped back over the rail.

"JUST WHAT I EXPECTED" -- BARR. And, Says the Skipper of Reliance, She Can Do Even Better.

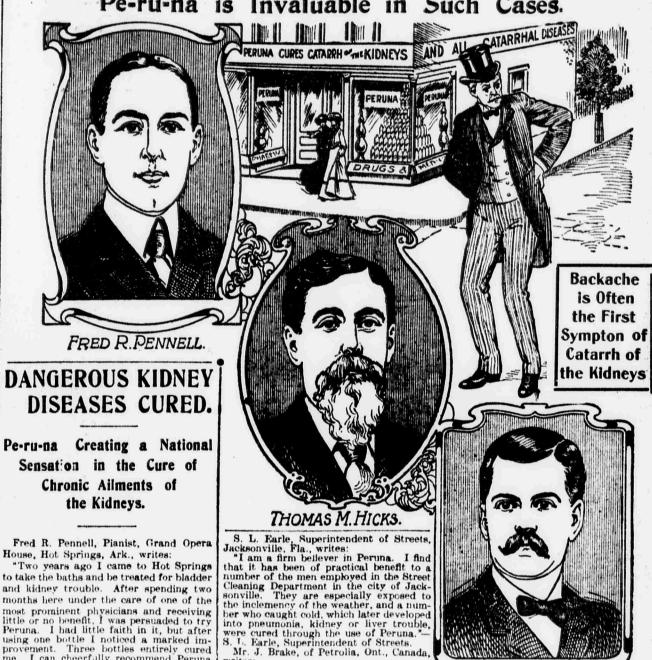
Chas. Oliver Iselin came to town as soon as the race was over. He could not be seen last night. Capt. Barr said: "My boat did just what I expected, but she can, I think, do

Glasgow Expects a Shamrock Defeat. Special Cable Despatch to THE SUN.

GLASGOW, Aug. 22.-Notwithstanding the indifferent showing made by Shamrock III. on Thursday, confidence in her ability to win was not greatly shaken, and the inerest in to-day's contest was intense. The decisive victory of Reliance, however, eaves little hope of the ultimate success of Sir Thomas Lipton's boat. The crowds about the bulletin board of the Citizen were greatly disappointed at the result.

## Among Sir Thomas's guests on the Erin was soon discovered that the best place WARN-SPINNERS. MANY PEOPLE SUFFER CATARRH OF KIDNEYS.

Pe-ru-na is Invaluable in Such Cases.



Fred R. Pennell, Pianist, Grand Opera House, Hot Springs, Ark., writes:

to take the baths and be treated for bladder and kidney trouble. After spending two months here under the care of one of the most prominent physicians and receiving little or no benefit. I was persuaded to try Peruna. I had little faith in it, but after using one bottle I noticed a marked improvement. Three bottles entirely cured me. I can cheerfully recommend Peruna to any one afflicted as I was."—Fred R.

Thomas M. Hicks, 1131 13th St., Louisville, Ky., writes:
"Neglected colds, irregular habits and overwork brought on serious kidney and bladder trouble. My blood seemed inbladder trouble. My blood seemed in-flamed with poison, my stomach became entirely demoralized, a bad odor emanated from my urine, and I realized I was a sick man. The doctors dosed me to their heart's content, but I kept growing worse. Then fortune brought Peruna to my notice from my urine, and I realized I was a sick man. The doctors dosed me to their heart's content, but I kept growing worse. Then fortune brought Peruna to my notice and I at once began to mend. I kept taking it for five months before I was completely cured. I feel now that I owe my life to Peruna, and will never cease to be grateful."—Thomas M. Hicks.

AHOY, TIM CAMBPELL! East Side's Marine Statesman Goes to Sea to Take Care of His Doctor.

Much of the joy that prevailed aboard he revenue cutter Algonquin was due to the presence of the Hon. Tim Campbell, who represented the East Side in Congress for a number of years. The Hon. Tim while in Congress introduced many bills to improve the revenue cutter service and to fix the salaries of the men, and at his home to-day is a loving cup from the officers as a token of their appreciation of his work in their behalf.

So when the Hon. Tim with a party of friends stepped aboard he was welcomed open arms. A stateroom was put at his disposal and he at once assumed command of the boat as Honorary Admiral. discussing Sir Thomas's elaborate luncheon. Then, when the Algonquin passed the Hook, the Hon. Tim told a story, with a preliminary introduction to the effect that he was accompanied by his medical man, Dr. John Coughlin, visiting physician at Gouverneur

Hospital. "You know I was pretty sick recently, said the ex-Congressman, "and I read my obituary, one prepared by a newspaper which asked me to look over it to see that it was all right. Well, Dr. Coughlin prevented the publication of that obituary by saving my life. So he thought he would come long to-day to see that I didn't get sick again

"Haven't you met Dr. Coughlin? Now, that's too bad. The last I saw of him he was leaning far over the rail, and I think he was trying to dip his face into the ocean.
It's really too bad."

Some one asked the Hon. Tim for his

opinion as to the probable Democratic candidate for the Presidency and he let drop these words of prophecy:
"Cleveland is the only man. He is the
Moses to lead the bad men of the party out of the wilderness.

When the last launch left St. George for the revenue cutters, they carried a great many persons who had passes for the Gresham and the other cutters. The Gresham was so crowded that the captain asked the captain of the Seminole to take some of those scheduled to go down the bay on the Gresham. After the Gresham passengers had been transferred to the Seminole, there were a great number left for the Algonquin and other boats. Every oat in the fleet had started, including the Algonquin. The men in charge of the launch chased the Algonquin, which was the last to start, and finally got within speaking distance.
"You shouldn't hold me up," shouted

"You shouldn't hold me up," shouted Capt. Wadsworth. "I'm under orders and I can't stop. "There are a lot of people here for your boat and the other boats who'll be left if

you don't take them," was the reply from the launch. "I suppose, orders or no orders, I can't disappoint them was the genial response from Capt Wadsworth, and he stopped his boat. There was already a good-sized

his boat. crowd on the Algonquin and when the left-overs got aboard the crowd numbered about 400 persons. The accommodations were not such as to provide comfort and ease for the most fastidious, but the officers and men made every effort to make things pleasant. That not a murmer of com-plaint was heard was the best evidence of how they succeeded. Not once was the Algonquin in such

position that every point of interest in the race could not be seen. On the run home she kept almost abreast of the Reliance to the finish. When the Algonquin's guests left her at St. George they united in three cheers and a tiger for Capt. Wadsworth office; and crew. Capt. Wadsworth. worth, officers and crew. Capt. worth doffed his cap and answered Come and see us again. We'll be glad to have you.

ENTHUSIASM AT SARATOGA. Horses Forgotten While the Crowd Cheers for the American Yacht.

SARATOGA, N. Y., Aug. 22.-There was great scene at the track this afternoon when the news came that Reliance had won the first heat in the Cup races. The horses were at the post for the third race, the rich Grand Union Hotel Stakes, when red, white and blue letters, spelling the name of the American yacht, were hoisted up in the rack where the names of the jock ys in each race are displayed. To each letter was tied a tiny American flag.

As the crowd in the stands and on the lawn saw the single word Reliance, the race about to be started was forgotten for the moment, and cheer after cheer was

sent up. Then the Twenty-second Regiment band of New York struck up "The Star Spangled Banner," while every man and woman, not already standing, arose and the men uncovered till the national air had been played through. OVERBOARD WENT THE CABMAN,

writes:

"Four years ago I had a severe attack of Bright's disease, which brought me so low the doctor said nothing more could be done for me. I began to take Peruna and Manalin, and in three months I was a continued so ever

well man, and have continued so ever since."-J. Brake.

Yacht Goes Ashore on Way to the Cup Race. ATLANTIC CITY, N. J., Aug. 22 .- The vacht Sarah, bound from Baltimore to witness the Cup race, went ashore off Wildwood this morning. Capt. Fuller and the crew were taken off by the Government life savers, who afterward floated the vessel.

BRASS BAND MAKES TROUBLE. Horse, Kicking Among Paraders, Gets While the employees of the Weber Piano

Company were organizing a parade at Fifth avenue and Eighteenth street vesterday afternoon for their annual outing their brass band frightened a team of truck horses that were standing in front of the house at 4 East Eighteenth street. The horses shied across the street and the pole of the truck knocked down an electric light

electric light wire and was shocked. He hen broke away from the harness and cu then broke away from the street, up all sorts of queer stunts in the street, running around in circles among the paraders, who scattered to escape his hoofs. ers, who scattered to escape his hoofs. Their cries didn't quiet him any and the efforts of several policemen to corner the

animal were futile.

The firemen of Engine 14 finally came to the rescue, and after a great deal of diffi-culty they lassoed the horse. There were so many ropes brought into play that even the animal's legs were tied. He was taken into the engine house and after a consid-erable time he calmed down. The paraders then went ahead, brass band and all.

STRANDED FOUR DAYS

Young Canadian Robinson Crusoes.

A couple of young Canadians had an accident to their canoe and were left upon a small uninhabited island for four days before help came during which time they had nothing to eat but a couple of packages of Grape-Nuts.

In telling the story one of them says There was quite a party of us, and we prepared to spend a jolly time hunting in Muskoka. I provisioned the party and among other supplies laid in a stock of Grape-Nuts food of which I am very fond. "One day we left camp to paddle to the nearest steamer landing 12 miles away Just as we pushed off, one of our companions threw into the canoe two packages of Grape-Nuts and a can of condensed milk, saying, 'Leave these at Verne's with our compliments, they were wishing they had some yesterday.' We had gone about half the distance when it began to blow, the Lake becoming very rough, so we turned our frail boat toward a small island and paddled with all our might to gain this shelter. Heavy rain began to fall and we drove the boat ashore with more haste than caution and in doing so struck a sunken log and tore a large hole in the light cance. We scrambled ashere and hauled the boat up after us and a nice

plight we were in. "We were on a small island of about quarter of an acre and out of the track of steamers; a hole a foot long in our boat with neither tools nor materials to repair it; no shelter except some big trees and our cance and no food except the Grape-Nuts and milk.

"For four long dreary days we waited

and hoped for help and finally our friends missed us and organized a search party and found us on the bare little island. "As we had no fishing tackle we could not fish and not having a fire we could But we had three meals a day not cook. on Grape-Nuts and condensed milk and when rescued we were none the worse for our experience. Thanks to the Grape-Nuts on which we had lived and kept in good health for four days.

"After this adventure I never drive a

factory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case, and he will be pleased to give you his valuable advice lieves the catarrhal kidneys of the stagnant blood, preventing the escape of serum from the blood. Peruna stimulates the kidneys to excrete from the blood the accumulating poison, and thus prevents the convulsions which are sure to follow if the poisons are allowed to remain. It Address Dr. Hartman, President of The

And Out Came Johnny Doherty With &

S.L.EARLE,

gives great vigor to the heart's action and digestive system, both of which are apt to fail rapidly in this disease. Peruna cures catarrh of the kidneys

simply because it cures catarrh wherever located.

If you do not derive prompt and satis-

Ducking to Remember the Race By. Twelve-year-old Johnny Doherty of 1384 St. Mark's avenue, Brooklyn, fell overboard off the bulkhead of the Old Slip pier while watching the passengers land from the Shinnecock after the race. John Kent, a Brooklyn cabman, who was waiting for a fare near by, jumped down and dived in after Johnny. The cabman got him out after Johnny. The cabman got him out none the worse for his ducking, and drove modestly away in his wet clothes.

THREE STAR JAMESON AND THREE SHAMROCKS FOR VICTORY.

John Jameson Three " \* \* \* Star" Irish Whiskey THAT'S A HARD COMBINATION TO BEAT.

W. A. Taylor & Co., Agts., 29 B'way, N. Y.

MARRIED.

BEERS-BEERS.-At Matawan, N. J., Aug. 18, 1903 mouth county, to Mr. W. J. Beers of Hoboken. DIED.

BROOKS -Suddenly, at East Orange, N. J., Aug. 22, 1903, at the residence of her son, Edward J. Brooks, Sarah Blake Brooks, widow of

Franklin Hatch Brooks, in her 92d year Notice of funeral later. Department of State. [Official.] Washington, D. C., Aug. 21, 1993. FERGUSON.—Information has been received at this Department from Mr. Samuel S. Lyon, the Consul of the United States at Kobe, Japan, of the

death on the 22d of June, 1903, at Kobe, Japan, of George H. Ferguson. The legal representatives of the deceased can btain further information by applying to this Department.

Per despatch No. 251. KINGSLEY.—On Aug. 22, 1908, at Hotel Winthrop, 125th st. and 7th av., Adelaide Little, wife of Albert F. Kingsley and daughter of the late

Funeral private. PURROY .- Suddenly at his residence, 106 Regent st., Saratoga Springs, N. Y., Henry D. Parroy. Notice of funeral hereafter.

CEMETERIES.

The Woodlawn Cemetery

Is the most accessible cemetery of the metropolis by Harlem trains, trol-ley or carriage. Thirty minutes from Grand Central. Lots sold at \$125 up. Send for descriptive Booklet, or by request a representative will call.

OFFICE 20 EAST 23D ST. N. Y. CITY.

PERSONALS.

DO you wish to correspond or marry? If so, address, confidentially, NATIONAL ALLIANCE, 47 Houseman Bik. Grand Rapids, Mich.; describe yourself, private list sent for locents. YOUR FORTUNE (OLD from cradle to grave what I tell comes true; money back if not satisfactors, Send dime and birbias. Frof. MYERS, 544 North Clark St., Chleago.

MORPHINE, OPTUM, LAUDANUM, COCAINB habit, myself cured, will inform you of harmless, permanent home cure. Mrs. BALDWIN, box 1212, Chicago.

SISTERS IN DESPAIR—If in need write me for remedy which relieved me of obstinate suppression in five hours. Mrs. A. GREEN, 130 Dearborn st., Chleago. FREE, YOUR FORTUNE The truth and nothing but the truth; send now three 2c. stamps and birth date. Dr. BEST, 100 D 665, Chicago.

INSTRUCTION. PRENCH ACADEMY, 108 East 236. Prof. Berger, Parls, French instruction; no payment in advance; ask circular.